Late Reaction Came on Account of Favorable Weather and Crop Reports.

Decline in Cotton Sends Prices Down Below Fall Panic Levels.

Levels.

**TEW YORK, March '22.—In an extremely feverish and unsettled wheat market early last week, the trend of prices was towards lower levels. There was a great mass of crop news in circulation, the tenor of the reports being in many cases so contradictory as to create extreme uncertainty. This is the customary state of affairs, however, at this time of the year, markets being greatly disturbed in the spring because of the numerous conflicting crop advices, such as reports stating that the winter wheat plant has gone through the winter practically unscathed being quickly followed by claims of important losses in yield and quality. Increduity of some of these reports, however, found expression in liberal offerings of the new crop deliveries, which caused July to break more rapidly than the May, and increased the premium on the latter to 5 1-2 eents, compared with 4 3-4 cents last week. It is too early as yet to form any definite opinion as to the probable outcome of the crop, however, and it would be unwise to assert positively that the danger point has been passed. It was forcibly demonstrated only a year ago that unseasonably warm weather in March may be followed by a cold spell later in the spring, and, if precedent in this case is to be followed, the optimistic bears who are now selling the "scenery" so freely cannot expect any better treatment than was accorded to the over-sanguine short sellers last year. Although it may appear reasonably safe to sell the July delivery on the ground that prices are much higher than in ordinary years, stocks of contract wheat are nevertheless uncommonly small, and reserves will probably be down to an extremely low level before the new crop is available, so there may be very little wheat pressing on the market in July.

The Late Reaction. The Late Reaction.

The Late Reaction.

There was little change reported in the foreign situation, and little attention was paid to the action of European markets. In view of the fact that our markets must be dominated by domestic factors for the balance of the cereal year, it is realized that little heed need be taken of unimportant price changes abroad. In the last half of the week the warket was somewhat heavy and sluggish, although there were frequent and numerous fluctuations, but the range was not so wide. Offerings were heavier, prompted partly by the unexpectedly large imports from Argentina and partly by larger receipts at Northwestern primary points than generally anticipated. Weather in the winter wheat territory was favorable also, and crop reports generally satisfactory. Exporters took a few toads of Durum, partly for shipment opening of navigation, but otherwise they were practically idle.

Corn.

Early in the week buoyancy was the feature of the cern ring. Trading was

Early in the week buoyancy was the feature of the corn ring. Trading was moderately brisk, sellers for the decline displaying an anxiety to cover, and hence fluctuations were more numand hence fluctuations were more num-erous and wider, with a strong ris-ing trend. Buying was stimulated by higher advices from the interior of light stocks and meagre receipts. Late in the week holders were inclined to realize, and a sharp recession occurred. Increased selling pressure was attri-buted mainly to reports of larger de-liveries by farmers at country stations. There were fair export orders here for corn, but business was restricted by the great searcity of desirable grades and the high views of holders.

Activity in Onts.

Activity in Oats.

At times speculative oats markets, especially in the West, were decidedly strong, and particularly the distant or new crop deliveries, which advanced rather sharply on reports of damage to the crop by green bugs in Kansås and Oklahoma. There were some samples of Russian and Argentine oats shown, but most dealers were of the opinion that nothing could be accomplished in this line, although it was alleged that a shipment had already been made from Argentine, but nearly all traders were decidedly skeptical, as they thought that such a deal could not be put through profitably. Cotton Market.

thought that such a deal could not be put through profitably.

Cotton Market.

There has been irregularity and weakness in the cotton markets the past week. This has been due to continued poor trade conditions in the dry goods districts and bad reports from milling centres, and the New England and South Atlantic States keeping spinners' agents and exporters out of the markets and causing holders of actual cotton in the South to offer it more freely and at lower prices in order to find buyers. These conditions weighted so heavily upon trade same the professional operators to subport prices. Large interests, who were very bearish throughout the senson, and who were induced by the recent improvement in the stock market and the money situation to switch over to the built side and load up with cotton for a turn after putting prices up 40 to 50 points last month, have become iffed of their position. This heavy liquidation has been an added wight to similar for the position. This heavy liquidation has been an added wight he was a town of the short of the price down to 3 2.8 cents, have further and the mense of the short of the last two portions and he almost complete shorten and the mense of the shorten and the shorten of the shorten

nished little inducements for bullishness.

The Range of the Weck's Prices.

This week's decline in prices ranges from 45 to 60 points, and brings the present level down lower than was reached in the financial panic carly last reached for the crop year, and are down about 300 points or 3 cents per pound from the season's lighest. This is equivalent to 315 per bale, which on a crop of 12,000,000 bales would be equal to \$15,000,000 bales would be equal to \$15,

THE STOCK MARKET OF THE WEEK

(From the New Yo	rk Event	ng Post o	f Saturday	.)	
STOCK EXCI	LANGE T	TRANSAC'	rions.		
iscellaneous bonds.	This week. 3,936,460 \$10,222,000	Last week. 4,018,750 \$11,953,000	Last T year. 5,743,450 \$10,125,000	'wo years ago. y 3,643,009 \$9,631,009 1,428,009	ents

CORN STRONGER; OATS ACTIVE Shares Indiway and miscellaneous bonds Government bonds sold... For the calendar year to date

THE STOCK MARKET OF THE WEEK.

			TOTAL CONTRACTOR			THE PARTY OF THE PARTY OF	CONTRACTOR OF THE PARTY OF THE	487
T	he folle	wing	table	shows the week's highest, low changes of all securities sold igh and low prices are also giv	est ar	id closi	ng prices,	άH
ndi	cidual-e	ales ar	d net	changes of all securities sold ;	on the	New Y	ork Stock	ж
dvel	mange t	als week	ale 11	igh and low prices are also give	en for	the ful	1 year 1907	Ш
mit	1008:			igh and low burees are mee Bu-	OUR SHARE		2334111355557	P
11111	1907.	10	ino	West	condit	or More	h 21st. Net	98
ligh		****	108	Calla	Liferly	Low.	Close, ch.	Яľ
1141		High.				614	712 6	413
10.4	4	.7%	. 6	Allis-Chalmer Co 3,500	2018	17	0012 011	ata
43%	14	44.	14	Allis-Chalmer Co., pr 2,950	2019	1100	-U78T - 18	4
21340	4174	5814	4514	Amalgamated Copper251,079	581/8	54%	57% - 14	a la
712	3	514	. 4	American Can 600	. 6	498	478 - 48	
016	24	5297	44	American Can, pr 1,900		• 17	*47%+ 1/8	æ
45%	2494	33%	2516	Amer Car and Foundry, 9.340	31	2916	31 + 59	40
00	78	1001	84%	Amer Car and Foun., pr 800	9014	8916	9014 + 114	46
363.6	21	3454	24%	Amer. Car and Foun., pr 800 American Cotton Oll 1.200	2734	27	27 - 1/4	412
7537	3214	4144	3196	American Locomotive 10,500	3974	2697-	3914 - 34	All
1114	53	60	\$50.	Amer Lecomotive pr 200	99	91	92 + 1	ЯИ
10.2	5814	7014	653.6	Amer. Lecomotive, pr 200 American Smelting 209,350 Amer. Smelting, pr 800	71	66%	7014+ 154	413
2.02	81%		87%	American Smelting or 90	94	0956	21 + 56	10
4.78	0174		61.4	American Brown days (60)	594	516	516	
200	273	100	459	Amer. Steel Foundry 300 Am. Steel Foun., pr 2,940	017/	3054	2154 1 752	d5
124	20	31	2014	Am. Steet Foun., pr	31% 124		124 414	Æ
7/2	92%	124	984	American Sugar 18,650		11812	11000	40
1	106	119%	105	American Sugar, pr 900	11934	116	11954 + 454	10
181/4	60	8454	7215	American Sugar 18,650 American Sugar, pr. 200 American Tobacco, pr. 1,970 Atchison 22,885	8456	84	841/4 + 31/4	110
814	663%	74%	66	Atchisor 32,885	7434	72	(3)1- 31	1
15%	7.8	8714	5334	Atchison, Dr.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	8514	85	85 - 14	
396	58	7514	5919	Atlantic Coast Line 1,200	67	65	67 十 %	15
10	70%	9316	7654	Atlantic Coast Line 1,200 Baltimore and Oblo 14,800	839%	7934	81%-1%	15
414	75	85%	80	Baltimore and Ohio, pr 200	82	82	82 + 16	16
nic	8	16	12	Bethlehem Steel 100	12	12	12 2	10
15.	2631	4784	3714	Brooklyn Rapid Transit,147,420	4784	4314	47 + 2	1 5
	0017	293	2514	Chesaprake and Ohio 7.735 /	30%	2874	3014+ 54	11
-17	9314	12074	10314	Chi., Mil. and St. Paul133,100	12074	•11434	*116% + 1	1.
57.		1201	1100.54	Colorado Fuel and Iron., 24,425	231/8	158	2134 + 134	1
114	14	2318	15%		24	2314	24 - 14	13
3.78	17	200	21	Colorado and Southern. 5,655		2014	5414+ 14	1
1112	41	5414	50F/a	Col. and South, 1st pr 2,170 Col. and South, 2d pr 8,48	5414	63	D41/1-1	10
816	291/2	45%	39%	Col. and South, 2d pr 8,448	45%	44	4574 + 114	1
8	27	25	2714	Distilling Securities 6,900 Erie	3314	3034	3276+ 214	AUS
414	1212	1714	12	Erie 10,750	1574	141/2	15% + %	15
314	28	3394	2484	Eric. 1st pr 4.150	3094	29	20% + 1%	t
7 *	20	2617	16	Erie, 2d pr 2,000	221/2	21	211, 1 1	l r
344	\$552	10314	8714	Louisville and Nashville 3.809	991/9	96	9734- 14	13
702	12%	2017	1416	Mexican Central 1,675	18	1716	18	18
452	20%	2716	1715	Mo Man and Texas 10,000	23	2114	23	13
98/	53	7.914	46	Mo Wan and Tay pr 200	5334	5184	5314 14	0
199	4414	47	2816	Mo. Kan. and Tex., pr. 900 Missouri Pacific 27,559 New York Central 47,890 N. Y., Ont. and Western 7,769 Norfolk and Western 1,259	40	3654	39 + 2	1
100	50		9014	Non Vanis Central 47.000	10114	9514	98% 1%	1
8.74	00	103	176774	New lork Central, 11.80	3234	3174	3214 - 54	
804		36	2918	N. 1., Ont, and Western 1.00		471.5%	00 117	100
244	56	70		Nortolk and Western 1,200	6014	12414	00 100	10
11.12	100%	12914	11678	Northern Pacific	12914		12056 114	18
4	9114	112	103	North, Pacific fives, pd, 16,200	11014	10714	100%+ 36	S
10%	103%	11834	10034	Pannscivania Rattroad 92.500	11894	11474	117 114	0
6	15%	2359	1714	Pressed Steel Car 2.185	23	22	2214 + 54	10
976	64	80	69	Pressed Steel Car, pr 210	7914	7.8	791-1-14	11
724	2114	3314	2334	Ry. Steel Spring 3,300	2316	32	3314+ 7	100
914	7054	111	9216	Pressed Steel Car, pr 210 Ry. Steel Spring 3,300 Reading 908,800	10855	10135	1047 74	P
1	67	8214	76	Reading, 2d pr 100	79	70	79 + 76	t
134	12	1814	1494	Republic Iron and Steel 18,135 Republic I, and S., pfd., 14,620	18%	1714	1816 14	
0	5016	74	65	Republic L and S. pfd., 14,620	74	70-14	*7294+ 314	t
914	111	1574	1017	Rock Island \$600	15	1314	1174	
11/4	2614	2034	2034	Rock Island \$,000 Rock Island, pr 9,930	201/4	25	21 + 114	1
110	0,7	5.11	36	Sloss-Sheff Steel and I 1809	51	4914	E0 11/	R
	80	93	8746	Sloss-Sheff S and I pr 100	9114	9116	9114-y 14	c
21.0	6314	7814	6614	Southern Positio 5/550	7514	7216	7374	1
1	100	112	1064	Court and Dealer and 100	100%	10054		103
172	10	1314	914	Sloss-Sheff, Steel and I. 1 5e6 Sloss-Sheff, Steel and I. p. 100 Sloss-Sheff, S. and I. pr. 100 Southern Pacific 5t,559 Southern Pacific pr. 400 Southern Railroad 13,109 Southern Railroad, pr. 3,350 Tennessee Copper 11,469 Texas and Pacific 4,100 Union Pacific S12,700 Union Pacific S12,700 United States Rubber 2,650 United States Rubber 2,650	12%		10944 na	1
11/	2914		OF 1	Conthern Dallroad 13.109	12.74	11	1014+ 114	t
1001		117	2514	Southern Ramroad, pr 3,350	35	3014	2414 + 414	n
14	17	Wells .	2514	Tennessee Copper 11,400	21478	20	3476 + 495	10
18	1719	21	1234	Texas and Pacific 4,100	17	1414	17 + 34	O
	100	12854	11014	Union Pacific	Int.	1211/4	12516- 36	5
1	101	84%	50	Union Pacific, pr 200	81	.80	500 10	t
149	1314	26	1714	United States Rubber 2,660	22	1934	21744 84	100
174	6144	8814	76	U. S. Rubber, 1st pr 1,200	8514	523	8314 - 76	
134	2174	34%	2544	United States Steel 396,850	13444	12214	*D412	P
a.	7914	2534	8734	United States Steel, pr. 34,700	9854	9334	93	0
11.	13	324	20	U. S. Rubber, 1st pr 1.200 United States Steel	3214	2734	2114 + 214	1
154	1255	1817	16	VaCar. Chemical 600	1814	1734	1814 - 84	1

BOND MARKET OF THE WEEK.

			Railway and Miscellaneous Bone	ls.		1000
High.		Sales \$1.0		****	•	Net
6914	60%	175			LOW.	Close, ch.
105	24764	83	American Tobacco fours	105	104	6634- 54
10114	9574	166	Atch., T. and S. Fe gen. fours	9914	9856	105 + 1
581	5514	35	Atch. T. and S. Fe adj. fours	8614	S61.	99 + 14 8614 14
90	80	ĭ	Atlantic Coast Line fours	50,74	8634	8634 + 634
76	74	3	Atlantic Coast Line, L. and N. fours	74	74	8694+ 694 74
931/4	90	21	Baltimore and Ohio prior lien 31/28	9034	9014	001/ 1/
102	9616	30	Baltimore and Obio gold fours	9956	99	9916+ 16
9234	87		B. and O., P., L. E. and W. Va. fours	90	8914	891, 14
89%	8354	2	B. and O., Southwestern div. 31/28	57	8684	8914 - 14 87 + 4
106	10214	52	Canada Southern first fives ctfs	106	1/6%	87 + 4 106 + 56
101	9814	1	Canada Southern second fives	99	99	39
10254	9714	2	Central of Georgia Railway con, fives.	10134	10134	10134
45	44	б	Central of Georgia Railway 2d stpd	45	45	45
3794	27	6	Central of Georgia Rv. third inc	34	34	04 444
351/2	27	4	Central of Georgia Rv. third stpd	3514	3514	3514+ 4
100	92	0	Cl R. R. and Bk. C. Ga. col. fives	97	9.5	
112	10755	14	Chesapeake and Ohio con fives	110 •	10527	169 % + 7% 168 - 16 163 + 1
10156	96	- 3	Chesapeake and Olio gen. 44s	98	98	98 - 16
163	101	3	Chesapeake and Ohio sixes, ser. A	103	163	103 +1
98	9314	3	Clev., Cin., Chi, and St. L. gen. fours	9214	9214	9216 115
82	7919	4	Colorado Fuel and Iron gen, fives	50	80	\$0
9074	82	19	Colorado and Southern fours	87	86	80 87 7416 114
7736	73	69	Colorado and Southern 45s	75	7415	74% 114
70	6416	19	Dist. Securities Corp. aves	721/2	71	12/2+
61 8014	41	25	Erie convt. fours, Series A	52	51	51 L 14
7214	82	22 20	Eric prior lien fours	\$314	83	831/2+ 17
100	95	10	Erie gen. lien fours	631	6214	0.5 - 12
54	88	26	Louisville and Nashville uni. fours	9534	953/2	951 14
8874	8404	10	Louisville and Nashville coll. tr. fours, Norfolk and Western divisional fours.	93	9216	93 8.
8484	78	62	Norfolk and Western evt. fours	8774	87%	87%+ %
80	77	3	N. and W., Poc., C. and C. fours	8176	811/2	8154- 14
96	90	7	Pennsylvania Railroad fours, 1906	851/4	851/2	\$514
9417	9114	72	Pennsylvania Kailread convt. 34s. 1912.	941	9414	9414+ %
9114 -	85	95	Pennsylvania Railread cot. 3148, 1915	94	9394	94
9714	93	20	Reading gen. fours	9016	9014	90%
93	90	1	Reading gen. fours, reg	93	041/2	941/2- 1/4
55	4316	4	Seaboard Air Line fours	46	93	93 + 3 55% - %
95%	9514	1	South Carolina and Georgia fives	9544	4514 9544	5594- 94
93	8716	75	Southern Pacific ref. fours	8874	88	95%+ 1/4 88 - 5/4
87	834	28	Southern Pacific col. tr. fours	8514	85	88 - %
95	8214	107	Southern Railway con, fives	8634	84	988/ L 19/
89	8254	16	Tenn Coal and Iron gon fives	8812	87	86%+ 1% 8816+ 11/2
104	99	1	Tenn. Coal and Iron, Birm. div. sixes	103	103	103 - 1
104	100	- 8	Tenn. Coal and Iron. Tenn. div sives	103	163	103 -1
94	8514	1,914	United States Steel fives	94	9134	93%+ 2%
92	85%	6	United States Steel s. f. fives, reg	92	92	92 + 1
8714	50	2	Virginia Iron, Coal and Coke fives	84	83	84 7 4
47%	3774	56	Wabash rfdg. fours	40%	2916	40
10937	102	25	Wabash first flyes	103	193	103
91	85	8	Wabash second fives	85	\$5	85 -1
45	. 37	21	Wabach dah Santas D	401/2		
10	tat sa	ies fo	r the week, including \$2,607,000 governmen	t and n	nunlei	pal bonds.
Were	\$12,829.	MAD.		ALCO ROLL STORY	Children Co.	

Wheat, Corn, bushels, bushels, 744,000 484,000

Last Week's Stock Trading. transactions on the Stock Ex-

CHARLES	during mat	week was	as fol
lows, con	opared with	one and to	vo year.
ago:			
	1908		1906.
	Share	s. Shares.	Shares
Monday	755,69	1 1,165,190	753.400
Tuesday	667,77	3 1,367,650	620,70
Wednesd	ny 893,78	0 910,375	663,10
Thursday	614,41	5 636,162	685,300
Friday .	574,19	0 912,475	752,90
saturday	146,41	5 818,250	205 15

Deduction of Certain Dividends Caused Uneasiness, as Prefacing Other Cuts.

RAILWAY'S SMALL EARNINGS

Public Fears That Cut in Wages Will Be Followed by Strike and Boycott.

NEW YORK, March 22.—The action of the securities market last week was affected by what had been accomplish-NEW YORK March 22.-The action ed previously in discounting an improvement in conditions by the con siderable rise in prices which had occurred. The taking of attractive profits which had accrued on holdings bought before the rise set in, induced much selling to realize and some moderate broadening of the speculative demand for stocks facilitated this move ment. The disposition to take profits was sufficient to make its impression on prices and the action of the stock market was unsettled and irregular in consequence. Added to this influence were some occurrences which raised questions of the rate and the extent to consequence. Added to this influence were some occurrences which raised questions of the rate and the extent to which improvement in business had gone. Action towards reduction of dividends in several cases centered attention on that subject and the probabilities were canwased with some uneasiness of how far the tendancy might extend. The reduction of the New York Central dividend from 6 to 5 per cent, basis was the most important action in this line. There was also the passing of the dividend of Crucibis Steel preferred and on Union Type-writer stock, and the reduction of the Midvidend of the Company, the Great Copper Mining Company, the Great Copper Mining Company in the European field.

Reduction lacvilable.

It has been considered inevitable for some time past that dividends on some of the railroad stocks should come down and the prices of the stocks have moved to a price level which was surposed to measure the expected reduction in the return.

The sensitiveness of prices last week to the news would indicate that some revision of estimate was in progress as to the requisite change in prices as to the requisite change in prices called for by the expected changes. The question was a freeted by the reports of earnings of railroads coming to hand, the persisting rate of shrinkting to hand, the

The question was affected by the expected changes. The question was affected by the reports of earnings of railroads coming to hand, the persisting rate of shrinks disclosed and the obstacles which seemed to be ordered to an adjust dearning power of the companies. The provious week's rise in stocks was prent of expenses to the diminished earning power of the companies. The provious week's rise in stocks was prentiled to an important extent on the beginning of the companies of the companies of the companies. The provious week's rise in stocks was prentiled to an important extent on the beginning of the companies of the companies of the companies. The previous week's rise in stocks was prentiled to an important extent on the beginning of the companies of the companies. The previous week's rise in stocks was prentiled to an important extent on the companies of the companies of the companies. The previous week's rise in stocks was prentiled to an important extent on the companies of the companies. The previous week's rise in stocks was prentiled to an important extent on the companies of the companies. The provious week's rise in stocks was prentiled to an important extent on the companies of the companies. The previous week's rise in stocks was prentiled to an important extent on the companies of the companies. The provious week's rise in stocks was prentiled to an important extent on the companies of the companies. The provious week's rise in stocks was prentiled to an important extent on the companies of the result of the companies. The provious week's rise in stocks was prentiled to an important extent on the companies of the rise of

Amend Anti-Trust Laws.

There were constant fluctuations of speculative sentiment during the week towards the efforts making at Washspeculative sentiment during the week towards the efforts making at Washington to work out a legislative program for the amendment of the Sherman anti-trust law. These efforts are supposed to seek to relieve the restriction of the law upon all agreements in restraint of trade, and so as to permit those that are fair and reasonable, and the legalization of the boycott as a weapon of labor organizations was suggested as an adjunct to the plan to secure the harmonization of interests in its support.

Reports of the varying prospects of the objects sought in this movement had some corresponding reflection in the securities market.

The revival of invostment demand for new capital issues is still awalted. The announcement during the week of the Illinois Central financial plan, involving attractive subscription privileges to stockholders disposes of but one of many measures for new financing known to be impending and considered necessary for the carrying out

one of many measures for new manag-ing known to be impending and con-sidered necessary for the carrying out of projects which are relied upon to furnish demand for commodities. The plan did not arouse an encouraging response in the action of the stock, how

BURLINGTON N. J., March 22.—A \$100 pearl was the prize J. R. Maule discovered in an oyster stew at a local cafe last evening. The stew cos 15 cents, and Maule says he will orde one every day if the management wil

HARDWARE CONVENTION

WILMINGTON, N. C., March 22 .- The an nual convention of the Retail Hardware Dealers' Association of the Carolinas will be held at Wrightsville Beach June 8th. 9th and 19th, the sessions being held in the auditorium of the Seashore Hotel. These at-ditorium of the Seashpre Hotel. These dates and the exact place were settled upon by the executive board of the association. The members assembled in Wilmington Friday and remained over until yesterday.

The convention is aspected to be one largoty attended, and will be of important character. The committeemen made a special trip to the beach yesterday, and upon their return were entertained at dinner and with a drive around the city by local hardware dealers, including Mayor William E, Springer.

DAMAGES FROM SOUTHERN.

Woman and Children Injured on Road Re-ceive Large Sums. WILMINGTON, N. C., March 22.—Two smage suits, brought by residents of this lamage suits, brought by residents of this city against the Southern Railway, and which grew out of an accident on the Southern last August between Henderson and Traxaway, have been compromised. One action was brought by the wife of a proment druggest, Dr. Walter R. Kingsbury, and one by Dr. Kingsbury himself in beaution of the word of the two minor children. Mrs. Kingsbury and her children were injured in the steek, and she sucd the Southern for \$10. The property of the country and the children asked of \$5.500.

By the country indexes indements having

Dy the compromise, judgments having been signed at chambers by Judge Walter II. Neal, of the Superior Court bench, and filed in this county, Mrs. Kingsbury gots \$46,890 and the children get \$100 cach.

Financial.

· ACTIVE ACCOUNTS OF

INDIVIDUALS, FIRMS, CORPORATIONS SOLICITED.
COMMERCIAL PAPER DISCOUNTED
AND LOANS MADE ON NEGOTIABLE SECURITIES.

NATIONAL STATE BANK

1111 EAST MAIN STREET, RICHMOND, - - - VIRGINIA. INTEREST PAID ON SAVINGS DEPOSITS.

Mrs. "Larry" Waterbury Enters Trade to Aid Husband, Caught in Broker's Failure.

NEW YORK, March 22,-Mrs. "Larry Waterbury has gone into trade and is running a Fifth Avenue shop.

Imagine Mrs. "Larry" Waterbury waiting upon one in a shop. Mrs.

sics and astronomy, goes to the University of Tennessee next session. Miss Salisbury, who is at the head of the physical culture work, will retire, and another professor will be added to the chair of sociology and Bible history, which has been taught in the past by Dr. Arnold, who is to be relieved of a portion of his work.

At the Virginia Christian College it is anneunced that Dr. Guy, professor of English, will retire at the close of the session in order to enter the ministry.

Dr. G. C. Cole, professor of science, has recently been elected a member of the American Association for the Advancement of Science.

GEORGE WASHINGTON IN DEBATE

[Special to The Times-Distratch.]
CHAPEL HILL, N. C., March 21.—
The regular annual debate between the
University of North Carolina and
George Washington University was
held here last night. The query debated was: "Resolved, That the Open
Shop Subserves the Best Interests of
the Working Classes." After a hardfought and spirited contest the judges,
consisting of Prosident E. L. Moffett,
of Elon College, and Professors Sykes
and Poteat, of Wake Forest College,
rendered a unanimous decision for the
negative, which was defended by Caroline, while George Washington upheld
the affirmative. Carolina's representatives were Messrs, W. P. Stacy and T.
W. Andrews, and the representatives
from George Washington were Messrs,
Berry and Schreiber. The debate was
presided over by Dr. C. Alphonso
Smith, of the chair of English in the
University, and Mr. D. B. Tague served
as secretary. University, and Mr. D. B. Tague served as secretary.

Real Estate.

IF YOU have property along the line of the Virginian Railway or with us at once.

KENNEDY-WALKER LAND & DEVELOPMENT COMPANY, Inc. Real Estate, Loans, Insurance, Main Office, - - Tinkling, Va.

MONEY TO LOAN

OPENS BABY SHOP Life Insurance Co. of Virginia

Mr. J. T. LAWRENCE, HOME OFFICE, RICHMOND, VA.

Auction Sales, Juture Days.

By N. W. Bowe & Son, Real Estate Auctioneers, EXECUTOR'S SALE



rooms, convention halls, etc., this far-famed hotel is more beautiful, attractive and Cars leave Manchester, Seventh and Perry secure than ever before.

European plan exclusively. Cuisine un-urpassed. Charges reasonable.

Rooms \$1.50 Per Day and Upwards. For rates, booklets or reservation address, P. M. FRY, Manager.

Hotel Wolverton, Tenth and Brond Streets.

RICHMOND, VA.

The most beautiful spot in the city. American and European plan. Strictly modern. Rates moderate.

Legal Rotices.

VIRGINIA - IN THE CHANCERY COURT OF THE CITY OF RICH-MOND, THE 2D DAY OF MARCH,

Juckson Guy, Administrator of Laura
Pope Martin, deceased.....Plaintiff
vs.
Overton Howard, Betty M. Payne
Downic, the unknown distributees
of Laura Pope Martin, deceased and
others......Defendants
IN CHANCERY.

"Right-riders" made the Kentucky farm too unpleasant, and he had rather live in peace in Virginia.

Many North Carolina farmers have purchased lands near this place, and they are continually coming with a view of locating.

Nearly all of last year's crop of tobacco tributary to this market has been soid. One buyer says not over 15 per cent, of the 1907 production is now in the hands of farmers. He also stated that there had been more general satisfaction with prices obtained expressed by raisers of the weed than he had over known. Preparations have been made this year for a large crop.

Sawmills have gone to work again, and the lumber business, which had a "black eye" a few months ago is reviving, and all around the railroad depots it is piled up for transportation.

Major Nat A. Gregory, formerly of Richmond, thinks The has discovered a wonderfunmeral water with more potential health-roducing qualities than any yet known. Its analysis strengthens his belief, and he has bought the property on which the water is found. He will develop it, but is now giving it away to afflicted humanity.

CAROLINIANS WIN OVER

GEORGE WASHINGTON IN DEBATE

[Swelal to The Times-Disratch.]

CHAPEL HILL, N. C., March 21.—

The regular annual debate between the continually deceased.....Plaintiff very continually deceased.....Plaintiff very continually coming for transportation.

Jakes of Laura Pope Martin, deceased and others......Defendants

IN CHANCERY.

The object of this suit is to ascertain who are the distributees of the debts, if any, to settle the accounts of the administrator, and to pay over the estate to the distributees of the debts, if any to settle the accounts of the administrator, and to pay over the estate to the distributes of the debts, if any to settle the accounts of the administrator, and to pay over the estate to the distributes of the debts, if any to settle the accounts of the interest of the interest of the interest of the interest of the debts, if any to settle the accounts of the interest of the interest of

Teste: CHARLES O. SAVILLE, Clerk. GUY & GUY, p. q.

"See Mr. Bowman" ABOUT

STEAMSHIP AND TOURIST TICKETS

His office is the only exclusive, up-to-date Steamship and Tourist Agency and Information Bureau in Richmond or Virginia. Details of tours to the Orient, the (Meditorrenean) or around the world arranged. He will plan itinerary for the cheapest, as well as the most convenient route.

All European and Oriental Steamship lines represented.

Everything for the traveler, including accident insurance.

SAMUEL H. BOWMAN, 808 East Main Street, Richmond, Va. Telephone 5134.

Steamvoats.

Merchants and Miners Transportation Co. European Steamship Agent.

Nerfolk to Bostou, Mass, and Providence, H. I.

Steamers leave Norfolk for Boston Monday, Wednesday and Friday; for Providence Tuesday, Friday and Sunday, at 6 P. M. Passengers and freight taken for all New England points. Tickets on sale at offices C. & O. Ry., N. & W. Ry. S. H. Bowmau, 808 E. Main, and 819 E. Main,

Railroads.

Southern Railway.

Southern Kailway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed;
7:00 A. M.—Daily—Local for Charlotte.
11:15 A. M.—Daily—Local for Charlotte.
11:15 A. M.—Daily—Limited—Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham,
5:00 H.—Fox Sunday—Keyville Local
11:30 P. M.—Ex. Sunday—Keyville Local
11:30 P. M.—Ex. Sunday—To West Point.
VORK RIVER LINE.
4:30 P. M.—Ex. Sunday—To West Point.
Vork RIVER LINE.
4:30 P. M.—Monday, Wednesday and Friday—Local to West Point.
1:30 P. M.—Ex. Sunday—Local to West
Point.
TAKINS ARRIVE RICHMOND.
6:55 A. M., 8:40 P. M.—From all the South.
4:10 P. M.—From Charlotte, Raleigh, Durham, Chase City and local stations,
5:40 A. M.—From Keysville—Local.
1:20 M.—From West Point, and from Baltimere Wednesday, Friday and Sunday.
10:45 A. M., 5:45 P. M.—Local from West
Point, C. W. WESTBURY, D. P. A.,

W. WESTBURY, D. P. A., 120 E. Main St. Phone 455.

N&WNorfelk&Western

ONLY ALL-RAIL LINE TO NORFOLK.
Leave Byril Street Station, Richmond. In
effect March 22, 1908. FOR NORFOLK:
2**09.A. M., 3:09 P. M. and 7:25 P. M. daily.
FOR LYNCHBURG, THE WEST AND
SOUTHWEST: 9:09 A. M., 12:19 P. M. and
9:29 P. M. daily. ARRIVE RICHMOND—
Prom Norfolk, 11:29 A. M. and 6:59 P. M.
daily. From the West, 7:10 A. M., 2:05 P.
M. and 8:50 P. M. daily. Pullman Parlor
and Siepping Cars. Care Dining Cars.
W. B. BEVILL,
Gen. Pass. Agent.
Div. Pass. Agent.

Richmond, Fredericksb'g & Potomac R. P. SCHEDULE EFFECTIVE JAN. 8, 1908.

TO AND FROM WASHINGTON AND BEYOND Leave Richmond | Arrive Richmond *0.10 A.M. Main St. Sta. *0.20 A.M. Byrd St. Sta. 17.05 A.M. Byrd St. Sta. *19.09 A.M. Main St. Sta. *19.20 A.M. Main St. Sta. *19.20 A.M. Main St. Sta. *2.16 P.M. Byrd St. Sta. *2.16 P.M. Main St. Sta. *2.16 P.M. Byrd St. Sta.

ASHLAND ACCOMMODATIONS—WEEKDAYS. Leave Elba Station—7.30 A.M. and 6.35 P.M. Arrive Elba Station—6.40 A.M. and 5.40 P.M. *Daily. †Weekdays. ¡Daily except Monday. !Daily only. ¡All Pullmans, no local stops, All trains to or from Byrd Street Station stops at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Chesapeake & Ohio Railway

CHESAPEARE & Unio Kallway

5:00 A. (Fast daily trains to Gid Point,
1:00 P. 1 Newport News and Norfolk.

7:40 A.—Daily, Local to Newport News,
5:00 P.—Daily, Local to Old Point,
1:00 P. (Daily, Louisville, Chreimati, Chi11:00 P. (Daily, Louisville, Chreimati, Chi11:00 P. (Daily, Chrylle, exe. Sun. C. Forge,
5:15 P.—Week Days, Local to Gville,
10:00 A.—Daily, Chrylle, exe. C. Forge,
5:15 P.—Week Days, Local to Gville,
10:00 A.—Daily, Chrylle, exe. C. Forge,
5:15 P.—Week Days, To Lynchburg,
TRAINS ARRIVE RICHMOND
Local from East—3:50 A. M., 8:15 P. M.
Through from East—1:151 A. M., 7 P. M.
Local from West—*8:30 A. M., 7:55 P. M.
Through—7:30 A. M. and 2:45 P. M.
James River Line—*8:35 A. M., 6:50 P. M.
*Daily except Sunday.

Seaboard Air Line Railway.

SCAPUALU AII LINE RAILWAY.

SOUTHBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY.

5:15 A. M.—Bocal to Norlina, Raleigh, Charlotte, Wilmington. 2:25 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points, 10:45 P. M.—Florida Limited, 12:55 A. M.—Sleepers and coaches, Savannah, Jacksonville and Southwest, NorthBound Trains SCHEDULED TO ARRIVE RICHMOND DAILY.

6:05 P. M.; 5:15 A. M., Florida Limited; 6:05 P. M.; 6:35 P. M.

Cars leave Manchester, Seventh and Perry treets for Petersburg: 6, 7, 8, *9, 10, 11, *12 A. M. 1, 2, *3, 4, 5, craburg, foot Sycamore eet, for Manchester, 135, 9:35, *10:35, 135, *7:115, *7:35, 8:35, 9:35, *10:35, 35, A. M., 12:35, *12:35, 2:35, 3:35, *4:35, 5, 6:35, *7:35, 8:35, 9:35, *10:40, 11:49

r. al.

"Carries baggage and express,

"Limited, except Sunday and holidays.

All ears from Petersburg connect with
are for Richmond.

Richmond and Chesapeake Bay R'y Electric trains to and from Ashland, stop-ping at intermediate stations upon signal. ping at intermediate stations upon signal.

Leave Richmond (Broad and Laurel Streets)—6:05, 7:10, 8:10, 9:10, 11:10, A. M., 1:10, 2:10, 3:10, 4:10, 5:10, 6:10, 7:10, 8:10, 9:10, 11:30 P. M.

Leave Ashland—5:55, 7, 8, 9, 10:30 P. M.

Steamboats. OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk. Leave Richmond every evening (foot A Street) at 7 P. M., siopping at Newp News en route. Fare, \$2.00 one way; \$4 round trip, including stateroom berth; me 59 cents. Street cars to stoamer's wharf.

FOR NEW YORK

Via Night Line Steamers (ascept Saturday), making connection in Norfolk with Main Lane Ship following day at 7 P. M.; also Norfolk and Western Ry, at 9 A. M. and 3 P. M.; and 4 P. M.; mad Chesapeake and Ohio Ry, at 9 A. M. and 4 P. M.; making connection daily (except Sunday) at Norfolk with Main Line Ship salling 7 P. M. Tekets at O. D. Line Office, 808 E. Main Street, Richmond Transfer Co., 819 E. Main Street; The Jefficison, Murphy's Hotel.

Virginia Navigation Company's

Virginia Navigation Company's

JAMES RIVER DAY LINE.

STEAMER MOBJACK LEAVES FROM
OID DOMINION WHATE MONDAY, WEDNESS TO THE MONDAY, WEDTHE MON

The Clyde Steamship Company

PHILADELPHIA,
RICHMOND AND NORFOLK LINE,
Freight received and delivered daily at
C. & O. Ry. Co.'s Depat, Seventeenth and
Broad Streets. H. K. WOODFIN, Soliciting
Agent, Clyde Line Wharf. 'Phage 510.

Richmond Transfer Co.

UNION RAILROAD AND PULLMAN OFFICE. 819 E. Main St., Murphy and Jefferson Hotels.

CITY TICKET AGENTS FOR ALL LINES, BAGGAGE CALLED FOR AND CHECKED FROM RESIDENCE,

All Lines Represented.

The Valentine Museum DLEVENTH AND CLAY STREETS.
Open daily from 10 A. M. to 5 P. M. Acmission, 25 cents. Free on Saturday,